

REMARKS

Reconsideration of the present application is respectfully requested.

Claims 1, 4-5, 9, 14-15 and 51-57 are currently pending. Claims 1, 14, 54 and 56 are independent.

The Examiner objected to Claim 55 for informalities. Under 35 U.S.C. 103(a), the Examiner rejected the following: Claims 1, 4, 9, 14 and 15, as being unpatentable over U.S. Patent No. 6,792,351 to *Lutter*, in view of "Signal Stability Based Adaptive Routing (SSA) for Ad-Hoc Mobile Networks" to Dube et al. (hereinafter *Dube*); Claim 5, as being unpatentable over *Lutter* in view of *Dube*, and further in view of U.S. Patent No. 6,654,681 to *Kiendl et al.* (hereinafter *Kiendl*); Claims 51-52, as being unpatentable over *Lutter* in view of *Dube*, and further in view of U.S. Patent No. 6,870,487 to *Nuesser*, and Claims 54-57, as being unpatentable over *Lutter* in view of *Dube*, and further in view of U.S. Pub. No. 2003/0191568 to *Breed*.

Please amend Claims 1, 14 and 54-56, as shown. No new matter has been added. In addition, it is noted that two claims numbered "52." were mistakenly filed in the Submission dated March 11, 2009. To correct this matter, it is respectfully noted that the second "52." has been changed to --53.-- herein.

Regarding the objection to Claim 55 of the recitation "the weather sensor", Applicants have changed "the" to --a-- in this recitation, which is believed to cure the objection. Accordingly, withdrawal of the objection is respectfully requested.

Regarding the rejection under 35 U.S.C. 103(a) of Claims 1, 4, 9, 14 and 15, Applicants respectfully disagree.

Independent Claim 1 recites, in part, receiving a vehicle management information message including vehicle management information having vehicle position, vehicle traveling

direction, and speed information, and routing information including a routing type and routing the vehicle management information message to nearby vehicles after identifying the routing condition while displaying the event of a source vehicle on monitor based on whether its own vehicle management information of the source vehicle satisfies the received vehicle management information. Similar recitations are provided in independent Claim 14.

The invention recited in independent Claims 1 and 14 allows vehicles traveling to a location of a traffic accident to avoid additional collisions due to an accident vehicle by transmitting a vehicle management information message to vehicles satisfying vehicle management information received from a source vehicle, i.e., vehicle position, vehicle traveling direction, and speed information.

In contrast, *Lutter* merely discloses transmitting an emergency message to other vehicles if a received emergency message is threatening. It is respectfully asserted that *Lutter* fails to teach or fairly suggest routing the message to nearby vehicles that satisfy the conditions of vehicle traveling direction, speed information and vehicle position, as in independent Claims 1 and 14. *Dube* fails to cure the stated deficiencies in *Lutter*.

For at least the foregoing reasons, it is respectfully submitted that the 103(a) rejection of Claims 1, 4, 9, 14 and 15 is incorrect, and withdrawal thereof is respectfully requested.

Regarding the rejection under 35 U.S.C. 103(a) of Claims 54-57, Applicants respectfully disagree.

Independent Claims 54 and 56 recite, in part, collecting vehicle position, vehicle traveling direction, and speed information of the source vehicle, wherein the vehicle position, the vehicle traveling direction, and the speed information of the source vehicle are used for routing the vehicle management information message to nearby vehicles.

FIG. 4 and col. 3, lines 46-57 of *Lutter*, cited by the Examiner, teach a navigation system including a GPS and an electronic map for geographical regions in which vehicles may move and recognition of road conditions through a sensor.

However, it is respectfully asserted that the emergency message generated in *Lutter* is for determining whether the emergency vehicle is in the same region through head information, rather than to route a message to nearby vehicles while informing the vehicles of a traffic accident occurrence, as with the vehicle management information message recited in Claims 54 and 56.

In other words, moving state information included in the emergency message, which includes a route map indicating the current position, traveling direction, expected moving path of the emergency vehicle, speed vector, and acceleration vector, is not used to route the emergency message to nearby vehicles in *Lutter*. *Dube* fails to cure the stated deficiencies in *Lutter*.

Moreover, it is respectfully asserted that *Breed* merely teaches providing traffic state information to vehicles, without disclosing collecting current position, traveling direction, and speed information of a source vehicle by using a gyro sensor, as directed to in Claims 54 and 56.

For at least the foregoing reasons, it is respectfully submitted that the 103(a) rejection of Claims 54-57 is incorrect, and withdrawal thereof is respectfully requested.

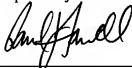
Regarding the rejections of Claims 5 and 51-52, while not conceding the patentability of the dependent claims, *per se*, it is respectfully submitted that Claims 5 and 51-52 are also patentable for at least the above reasons, and further, since the deficiencies of the independent claims on which they depend are not cured by the secondary references cited in these rejections. Accordingly, withdrawal thereof is respectfully requested.

Independent Claims 1, 14, 54, and 56 are believed to be in condition for allowance. Without conceding the patentability *per se* of dependent Claims 4-5, 9, 15, 51-53, 55 and 57, these are likewise believed to be allowable by virtue of their dependence on their respective

independent claims. Accordingly, reconsideration and withdrawal of the rejections of dependent Claims 4-5, 9, 15, 51-53, 55 and 57 is respectfully requested.

Accordingly, all of the claims pending, i.e. Claims 1, 4-5, 9, 14-15 and 51-57, are believed to be in condition for allowance. If a telephone conference or personal interview would facilitate resolution of any remaining matters, it is requested that the Examiner contact Applicants' attorney at the number given below.

Respectfully submitted,



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